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WEATHER REPORT

Fresh westerly winds;
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Roper & Thompson
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Ther. 76

The Evening Advocate

"By Union the smallest
states thrive, by disunion
the greatest are destroyed."
In every rank, or great
or small,
The industry supports us
all.
—Gay.

Vol. XI., No. 153

ST. JOHN'S, FRIDAY, AUGUST 15, 1924.

Price Two Cents

While Sleeping In A Barn Twenty Itinerant Laborers Are Burned to Death

GOVERNMENT VOTES DOWN HALFYARD'S AMENDMENT TO THE ELECTION ACT

Alarming Shortage In World's Grain Supply Is Reported

SPANISH TROOPS FOR MOROCCO

MADRID, Aug. 14.—Battalions under the command of General Alberto I. Castro Giorna, will be sent to reinforce the Spanish troops in Morocco, it was announced this evening after a special meeting of the Military Directorate, called to consider the new situation, created in Morocco by the renewed activities of the enemy natives. The announcement contained the assertion that the directorate insisted it had communicated the absolute truth about the news from Morocco with the object of giving the country a true impression of the situation. The Government it was stated, did not for the moment plan to send regiments to Morocco, but would send battalions under the command of General Castro Giorna, who is well acquainted with the problem in Morocco and who will, it is thought, make the most propitious distribution of the troops. One battalion of Asturias left today.

DEATH OF CANADIAN SENATOR

SHERBROOKE, P.Q., Aug. 14.—Senator Joseph Dubeau, Speaker of the Senate during the Borden regime, died at his home at St. Victor, Beauce, last night, according to word received here to-day. He was 75 years of age and had been ill for six months.

FIELD MARSHAL ALLENBY RETURNS TO EGYPT

CAIRO, Aug. 14.—Field Marshal Viscount Allenby, British High Commissioner in Egypt, and Sudan, is cutting short his leave and is returning to Egypt, the newspaper Liberte declared today. The newspaper gives great prominence to the arrival at Port Sudan to-day of the cruiser Weymouth and the Sloop Cleonatis. The battleship Marlborough and a battalion of troops, which has left Malta are expected to arrive at Alexandria.

GERMAN AMBASSADOR TO U.S.A. RETIRES

BRUSSELS, Aug. 14.—A crisis in Belgium's coal industry has been precipitated through the walk-out yesterday of 20,000 miners of the 30,000 in the Mons basin, men refusing to accept a wage cut of ten per cent. The operators fear they will be unable to meet the competition from German coal, of which 442,000 tons were imported last month. The fall in the pound sterling is also favoring the sale of British coal. The Belgian coal stocks are large and the operators declare the wage reduction inevitable.

ADVERTISE IN THE
EVENING ADVOCATE

H.M.S. REPULSE'S COMMANDER EXPLAINS SPEECH

HALIFAX, Aug. 14.—Capt. Henry W. Parker, C. B., of H. M. S. Repulse, in an interview to-night, gave an explanation of his remarks made before the Halifax Rotary Club on Tuesday, when he and Major General Thacker, officer commanding military district No. 6, spoke on Empire and National Defence. He said he had spoken in the broadest Empire sense and did not in any way desire to suggest a naval policy for Canada, or to criticize Canada's Minister of Defence, which he thought it would be improper for him to do. Capt. Parker who sails from here to-morrow with the special service squadron for Quebec, gave out to-night a statement for publication wherein he stated that in Tuesday's speech he had pointed out that it was clear that it was essential for the Empire to keep up a navy, which as a matter of fact was merely insurance of the Empire, and that the Minister of National Defence had called it "fire insurance." This statement, he said, "was universally admitted and had been said many times before. With increasing trade it was essential that the Empire should consider very seriously what had better be done to keep up this vital insurance. Captain Parker added he had done so in the broadest Empire sense, regarding Canada as part of the Empire, and feeling that the interests of all portions of the Empire were common interests, in peace as well as in war. When he asked what was to be done about Empire defence he had not meant to single out Canada for criticism. He had meant to convey the idea that the Empire must stand or fall together.

CHINA'S HORROR

PEKING, Aug. 14.—From thirteen to fourteen thousand are dead and nearly fourteen millions affected by famine, is the latest estimate of the relief commission of the victims of the floods which have been almost general throughout China. Of the dead three thousand perished in Kalgan, Chihli Province and the majority of the remainder in Hunan Province, which suffered more than any other parts of the country in the torrential floods.

THE SOUDANESE TROUBLE

MALTA, Aug. 14.—One of the three battalions here has been ordered held in readiness to proceed to Egypt on a few hours notice. London despatches yesterday said the Admiralty had ordered a battleship to Alexandria and two other vessels to Port Sudan, in consequence of the attack on British troops garrisoned at Atbara.

THE LAST OF THE BOURBONS

PARIS, Aug. 14.—Prof. Miguel Unamuno, who was deported from Spain early this year, has written an article for the Quotidien declaring that continuation of the monarchy in Spain now is impossible. The Moroccan Debacle, he writes, will be the tomb of the Hapsburg-Bourbon dynasty in Spain and the tomb of monarchy.

TWENTY OR MORE PERISH IN HOLOCAUST

KNIGHT'S LANDING, Cal., Aug. 14.—Twenty itinerant laborers are believed to have perished, their charred bodies still being under a smouldering pile of 750 tons of hay, in a fire that destroyed a large barn, owned by the River Farms Company, near here. The coroner states that attempts to remove the dead would not be made until tomorrow because of the intense heat. Only the body of one unidentified man has been recovered. The fire is of unknown origin and broke out Tuesday. By the time the sleeping men could be aroused the entire end of the barn was ablaze. Many of the panic stricken men, rushing to the other end of the building tore boards loose and crowded out one by one through the small openings; others were unable to escape. The coroner said that fifty men were sleeping in the barn, but that so far only seven men had notified him of their escape. He said he presumed the other who were able to squeeze through the small openings did not stop to notify the authorities of their safety.

U.S.A. TO ADOPT CANADIAN SURVEY METHOD

OTTAWA, Aug. 14.—Impressed by the Canadian system of Government surveys, as demonstrated at the annual meeting of the British Association for the advancement of science at Toronto recently, the United States Government has decided to adopt it in connection with the contemplated survey in Alaska next year and representatives of the United States Government were today taken over the Topographical Survey Department in order to obtain the necessary information.

A Grave Step

LONDON, Aug. 14.—The form of the Anglo-Russian treaty, which mentioned the British and Russian governments only, and omits the King's name, has evoked the questioning of Sir Francis Bell, Attorney General he asked.

WORLD FACES ALARMING GRAIN SHORTAGE

OTTAWA, Aug. 14.—An alarming shortage of bread grains is indicated in the summary issued by the International Institute Branch of the Department of Agriculture, based on reliable information on conditions, and past periodical averages. A world's decrease from the previous year of 373 million bushels of wheat, and 122 million bushels of rye, is disclosed.

ARGENTINE AVIATOR MAKING PROGRESS

CALCUTTA, Aug. 14.—The Argentine aviator Pedro Zanni, left Calcutta this morning for Rangoon on another leg of his aerial journey around the world.

EUROPE'S HIGHEST RADIO STATION

MUNICH, Aug. 14.—Bavaria is to have the highest radio broadcasting station in Europe. The station will be open on the top of Mount Herzogland in the Alps, 600 feet above the sea level. The antennae will have a length of 3200 feet from the mountain top to the valley.

Wanted a Governor

LONDON, Aug. 14.—Discussing the difficulty in filling the governorship of Tasmania, which office James O'Grady, Labor member for southeast Leeds refused, the Daily Herald, a labor organ, suggests that the Colonial Office ask a Canadian or an Australian to be governor. The paper is of the opinion that men, rich and democratic enough, could easily be found in the Dominions, and says that such an act would do more to show the British states were united than years of talk.

S.S. Silvia leaving New York to-morrow.

of New Zealand, an expert on constitutional law. According to the Morning Post's Wellington correspondent, he declared in an interview that he considered it a grave step towards the disintegration in the Empire. If one part of the Empire could enter treaties through its plenipotentiaries, ignoring His Majesty, what could pre-naming, has evoked the questioning of other parts from doing the same, of Sir Francis Bell, Attorney General he asked.

New Melbourne Fire Sufferers

Rev. B. Mallalieu, Hants Harbor, and Mr. W. W. Halfyard, gratefully acknowledge receipt of the following amounts for New Melbourne fire sufferers:—

Already acknowledged	\$356.50
Mrs. E. Herder	5.00
R. G. Rendell	10.00
Rev. T. W. Atkinson	5.00
Imperial Oil Ltd.	10.00
	\$386.50

WASHINGTON, Aug. 14.—Dr. Otto Wiedfeldt, German Ambassador to the United States, will surrender his diplomatic post and return to Germany on September 15, having requested that he be relieved by his Government in order to return to private life. Dr. William Cuno, former German Chancellor, will likely succeed him.

BRITISH SQUADRON STARTS FOR QUEBEC

HALIFAX, Aug. 14.—Announcement was made this morning from H. M. S. Hood, Vice Admiral Sir F. L. Field's flagship, that the British special service squadron, the Hood, Repulse, and Adelaide, which has been in port here since August 5 would sail to-morrow morning about 7.30 for Quebec. At Quebec Admiral Field will leave the Hood and proceed to Ottawa, via Montreal, and will later proceed to Toronto where he will officially open the Canadian National Exhibition. Several officers and a squad of men from the squadron will also proceed to Toronto where they will be guests of the civic authorities.

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Leave Halifax	2 p.m.	Aug. 15th	Aug. 29th
Due St. John's	midnight	Aug. 17th	Aug. 31st
Leave St. John's	2 p.m.	Aug. 19th	Sept. 2nd
Due North Sydney	6 a.m.	Aug. 21st	Sept. 4th
Leave North Sydney	2 p.m.	Aug. 21st	Sept. 4th
Due Halifax	2 p.m.	Aug. 22nd	Sept. 5th
Leave Halifax	2 p.m.	Aug. 23rd	Sept. 6th
Due East Boston	6 a.m.	Aug. 25th	Sept. 8th

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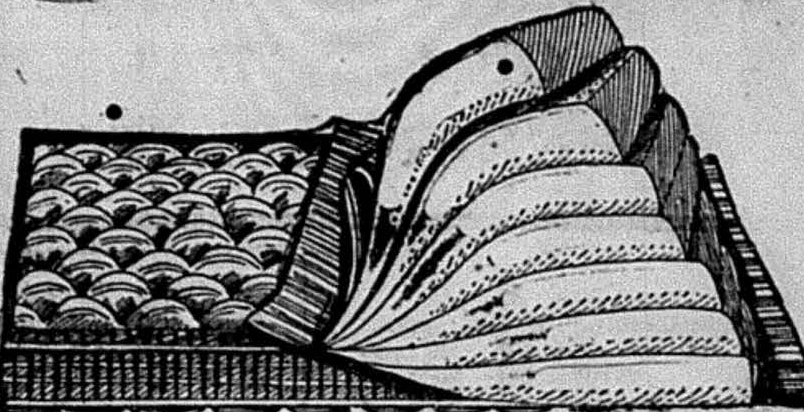
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A Coronet Of Shame OR FROM GLOOM TO SUNLIGHT

CHAPTER XX.

A Friend In Need.

Then she thought he was referring to Bruce, who had been his friend, and she grew pale and lowered her eyes. He thought she had seen his meaning, and he grew bolder.

"I must speak plainly, she said. "If you had not been going away, I should have remained silent, and kept my secret a little longer, hoping that in time I might tell you with some better chance of success. Miss Newton, Jess—have you not seen that I—love you?"

She sat quite motionless for a moment, as if she did not understand him, and when his meaning dawned slowly upon her, she realized the significance of his words, she did not start or utter a word, but sat looking at him with a half-dazed expression in her eyes. Her silence daunted him for a moment; then he went on:

"You are startled; you did not suspect the truth? And yet—Think! Surely, careful as I have been, much as I have tried to conceal it from you, some word or look must have told you!"

Jess made as if she would rise, then she sank back. After all, it would be better to hear him and answer him calmly dispassionately. He did not know that she had disliked him from the first moment she had seen him, and that of late she had been too weak, too overwhelmed by grief, to entertain any feeling so strong as dislike; but now, at his words, at the look in his eyes, dislike had sprung up again and grown into loathing.

"You are not angry with me?" he said in a low voice. "It is no crime to love you. How can one see you, be with you day after day, without learning to love you? How could I let you go, perhaps for months—perhaps quite out of my life—without telling you of my love, and begging you to—give me something of your heart in return? Ah, do not speak yet! I know how much I ask; but more than my life depends upon your answer. Be patient with me, and—let me love you for something! If you will be my wife—"

At the word, a shudder ran through Jess, and she put up her hand to stop him.

"I—Do not say any more, please," she said, not coldly, but with a calmness worse than anger or contempt. "I ought not to have listened; I ought to have stopped you before; but—but, yes, I was surprised. Mr. Glave, I—she sighed wearily—"I am sorry. No, I had no suspicion; if I had had—We will not say any more, please."

He rose and looked down at her. "You mean—that you refuse; refuse to listen to me—"

"I have listened to you," she said, with a gesture as if putting the subject away from her.

"Scarcely," he said. "Will you not let me plead for some mercy? You cannot know, guess, how deeply I love you!"

She turned away from him.

"I have given you my answer. It is 'No!'" she said, with suppressed indignation at his importunity. "I could not marry you, Mr. Glave. I shall never marry any one. Please accept that as—final, and—let us part friends." It cost her something to pronounce the word.

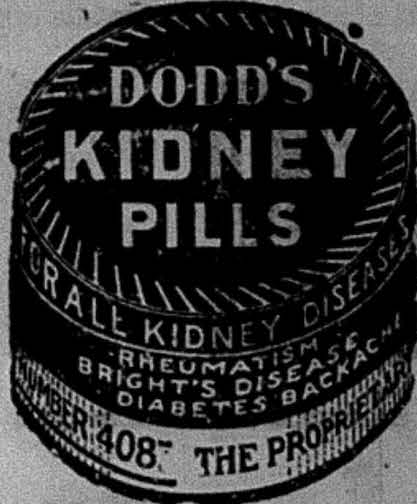
He saw her hesitation, and the blood rushed to his face.

"No," he said, "that is impossible. It we part, it must be as foes. Implacable foes. But you will not drive me—"

Jess looked at him, over her shoulder, with something like amazement. Had he gone mad, that he talked like the villain of a melodrama? Why did not Lady Marvelle come in? She glanced at the clock and at the door, as if meditating flight from the man whom she had always disliked and distrusted, but whose offer of love had aroused every antipathy in her nature.

"Do you not understand?" he said huskily. "There are some who can stand by calmly and see the wreck and ruin of their life's desire; I am not one of them. I love you, Jess, and I want you for my wife. Give me your promise, and—I say no more; refuse me, and I must prove to you that—refusal is useless."

Jess was still weak, and his words produced a kind of hysteria. She laughed—a tremulous little laugh. "Oh, please go!" she said, with a



gesture of dismissal. "I do not understand you—I do not wish to understand," she added quickly. "Then I must speak plainly," he said, with a twist of his thin lips. "I know your secret—"

She swung round upon him with sudden pallor. "My—my secret?" she repeated mechanically.

"Yes," he said; and, base as he was, he felt mean and vile before the terror in her eyes and on her lips. "I know that you were married to Lord Ravenhurst!"

Jess shrank back, catching at the chair behind her, and supporting herself by it, her eyes fixed on him as if she were fascinated. It was the look the bird wears when the serpent raises its head to strike.

"You—you know this—all the time?" she breathed painfully.

"No," he said, watching her closely. "I discovered it only a few days since. You are startled, frightened; will you not sit down?" He was about to place a chair for her, but she put a trembling hand as if to keep him away from her.

"I discovered it by accident," he said. "I should never have spoken of it to you—never, if you had not—forced me."

"And—and you threaten me?" she said. "What—what is it you mean to do?"

"Nothing," he said. "Nothing, if you will give me your promise to be my wife. Stay, I do not ask you to marry me at once—I do not even make it a condition that our engagement shall be made public. Only give me your sacred promise. I trust you, Jess."

"And you ask this, though you know that I was his—his wife—though he has been—dead so short a time! Oh, it is too horrible—horrible!"

He changed color, and something like shame struck him for a moment; but he thrust it away, crushed it under.

"I am desperate," he said. "You cannot know what love means! Here is nothing it will not prompt a man to do."

She shuddered. "And—and if I refuse?"

He shrugged his shoulders. "You and I are foes from this moment. I fear all the world will know what I have discovered, and Lord Ravenhurst will stand convicted."

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of as base and mean a crime—"
She uttered a low cry, and pushed her hair from her face, as if she were going to faint.
"But—but you know that he was not guilty. You know that he—no man—could have been so vile. He would not have married me if—he had been married to that woman! Ah—you know it!"

He shook his head, with an evil smile.

"Forgive me; but the evidence is too strong. No jury would refuse to convict him—if he were alive. It is fortunate for him that he is dead."

She sank into the chair and covered her face with her hands.

"There is some mystery, some wicked mystery, in it!" she said helplessly.

"No; it is quite plain. Bruce Ravenhurst married Deborah Blunt in a moment of madness, and then—well, you think me mean and cowardly—but I am an angel compared with him!"

"Coward!" she said. "Oh, Bruce, Bruce! If you had but lived!"

"If he had lived he would have stood in the dock—a felon!" he said, with sudden fury. "Listen to me, Jess."

"Don't—don't!" she exclaimed, with a shudder, as if she could not bear to hear her name pronounced by his lips.

He set his teeth hard.

"Be reasonable!" he said. "Why do you force me, drive me to be hard and cruel? God knows it costs me enough! Let us say no more about the business; forget, if you can, that I know your secret—"

She raised her head.

"If you know it, why should not every one?" she said, panting.

He shook his head.

"It is not likely. I discovered it by a mere accident. No other person is likely to do so. No, believe me that, if you will listen to reason, and give me your promise, the secret can remain buried! For the best of all reasons, I shall never allude to it, and you—"

He smiled. "Come: you have no small amount of common sense, Jess—use it now. This is the crisis of your life. Rise to the situation. Marry me, and let the past bury its dead."

"After all, why should you refuse? You think me all that is bad and cruel; but I am not worse than other men; on the contrary, I fancy I am better than most. I have pressed you as I have done—well, because I am desperate—and desperate men do not stand at trifles. Anyway, it proves my love for you—"

"Love!" she shuddered again.

(To be continued)

Airplane Speed of
1,200 Miles An Hour
Is Predicted

STOCKHOLM, (A.P.)—Flights between Europe and America in two hours at an altitude of 10 miles and with 2,000 horsepower motors, are forecast by S. Lindequist, a well-known Swedish airplane constructor, in a statement published by a leading Stockholm paper.

One of the greatest items of aviation in the immediate future should be to cut down the flying time between continents, says Mr. Lindequist, and this probably can be done by flying at extremely high altitudes. The effect of gravitation decreases with the increase in altitude, and it has been estimated, he says, that a plane which has a speed of 100 miles an hour near the surface of the earth can attain a speed of 1,200 miles an hour at an altitude of about 10 miles.

At such a height the rarity of the atmosphere would constitute a disadvantage both to the ordinary motor and the ordinary propeller. But this difficulty can be overcome, declares Mr. Lindequist, by using a propeller with adjustable blades, so that the pitch of the blades could be altered with the density of the air, and by using special compressors for the motor which would compensate for the decrease in barometric pressure at high altitudes. Such a motor would probably have to develop about 2,000 horsepower. Mr. Lindequist declares that the problems of the adjustable propeller and aerial compression motor can be solved.

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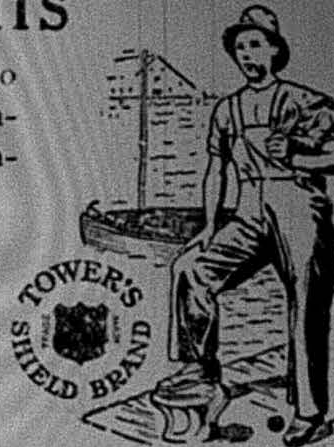
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A Graphic Description of the American Air Flight

With their arrival recently on the Atlantic Coast of the North American continent the round-the-world flyers of the United States Army Air Service completed the most marvelous achievement in the history of aviation to date the virtual encircling of the globe in heavier-than-air machines. Before the flight was commenced Major General Patrick, chief of the army air service, said the completion of it would be a feat of importance paralleling that of Magellan, who in 1509 was the first man to circumnavigate the globe.

The story of the historic and record-breaking flight compares with the most gripping adventure tales of fiction. Like the pioneers of any expedition blazing a new trail, these intrepid aviators, the first to fly around the world, of necessity had to be men of courage and with nerves of steel. Notwithstanding the carefully laid plans for the trip there were certain hardships which could not be avoided—those that must necessarily accompany an undertaking of such magnitude, compelling as it did flights in all kinds of climate ranging from the field Arctic weather of the North Pacific late in March to the bear tropical conditions encountered in the Far East in June.

All manner of weather had to be contended with, the elements apparently having no sympathy with the laudable ambition of these men to be the first to fly around the world. Treacherous gales, violent rains and blinding blizzards were encountered in the Alaskan regions before the flyers hopped off the North American continent for the first attempt of airplanes to wing their way across the Pacific. Fog was a dangerous factor and when the aviators reached down into the Torrid Zone in the Far East they encountered tropical winds and rains and in India ran into sand storms.

What misfortune or illluck there was in the adventure seemed to attach itself to the commander and the flag planes of the squadron. Major Fred L. Martin, who was flight commander at the start had a series of mishaps along the North Pacific coast of the North American continent culminating in his flag plane, the Seattle, crashing into a

mountain on the Alaska peninsula. Major Martin and his mechanic, Sergeant Alva Harvey, escaped unhurt, but their plane was destroyed. Nothing was heard from the two men for ten days, despite a thorough search of the regions, and hopes for them were about to be given up when a radiogram from Major Martin to the chief of the army air service announced their safety. This accident eliminated Major Martin and his mechanic from further participation in the flight.

When the accident occurred Major Martin was piloting his plane in a fog toward Dutch Harbor on Unalaska Island to join his companions. The commander, due to a crack in the crank shaft which caused a leakage of fuel, was forced down on the flight from Seward to Chignik, April 15, and he and Harvey were forced to spend the night in their plane. They were found the next day by the destroyer Hull, both men suffering somewhat from exposure. Two weeks were required to obtain a new engine for the Seattle from Kanak, 120 miles distant, and in the meantime the other flyers rested at Dutch Harbor waiting for the commander to join them.

Major Martin left Chignik on April 20, and shortly after noon bumped into the mountain. When no word had been received from him the next day all the fishing boats in the regions were urged to aid in the search for the two men in the waters south of the Alaska peninsula, while dog teams took up the search on land. Later an airplane scouted over the territory.

After the crash Major Martin and his mechanic retrieved some of their food supplies from the wreck and started down the mountain side. Seven days elapsed before they came upon a trapper's cabin at the southernmost point of Port Moller Bay. They were exhausted. There they found food and rested for three days, then walked to the beach, whence Martin sent his radiogram to Washington. In it he said the two men owed their existence to concentrated food and nerve.

When it became apparent that Major Martin could not continue the flight, orders were dispatched to the others to

proceed without him.

Lieut. Lowell H. Smith, who succeeded Major Martin as flight commander, was the victim of virtually all trouble was encountered after that, but it was minor trouble compared to the accident which befell Major Martin. Lieut. Smith had considerable engine trouble and at one stage of the flight in Japan his fellow flyers were obliged for a day to proceed without him. At Calcutta he suffered a broken rib in a fall from a culvert on the flying field.

With one exception the aviators were hospitably welcomed everywhere they landed and the various governments co-operated in looking after the needs of the airmen as well as providing entertainment for them. The one exception was when the squadron hopped off the North American continent for its flight across the Pacific, a distance of 878 miles and to accomplish which it would be necessary to break the existing non-stop seaplane flight of 792 en-route forced the flyers down off shore at Komandorski on an island owned by Russia. The Soviets refused permission to land, but the Americans had gotten out of the storm and were ready to take off again just as the Russian's decision was received.

The most arduous part of the flight was the northward trip along the Pacific Coast of the North American Continent. Encountering heavy storms, both rain and snow, as well as strong winds and the accidents to Major Martin's plane, the flyers were delayed several days at a time. After the three who completed the trip reached the Far East there was little delay aside from that planned for them, but despite this they were 16 days behind the original schedule when they arrived at Paris July 14. This was due to the unusual delays that were caused before the men left the North American continent.

The primary purpose of the flight was to determine the physical practicability of an around-the-world air route with heavier-than-air machines of present development. In making the plans for the flight no consideration whatever was given to attempts to make a time record of the feat, regardless of completion of the feat, regardless of the time required, was the main object. It was this that caused Major General Patrick to decline a proposition of British air officials to make the flight a sporting proposition in competition with A. Stuart MacLaren, the British aviator. The latter started his attempt to fly around the world in the opposite direction

from the Americans March 25 from Southampton. Notwithstanding that the American flyers were not out to make a time record their feat will stand as such, since they were the first to complete the trip, until some other aviator does it in less time.

Achieving their main object the flyers incidentally will bring to the United States another honor that of being the first nation to make a flight across the Pacific Ocean as it was the first to make the flight across the Atlantic. Honors are about all the glory the flyers will get out of their record-breaking and historic making performance. It was recently disclosed in Washington that their only additional reward will be a letter of commendation, written by Secretary of War Weeks, to be attached to their service records. The secretary asked Congress at the last session to permit him to promote certain junior officers in recognition of unusual service, having in mind at the time Lieut. Russell L. Maughan for his dawn-to-dusk flight across the continent, and the round the world flyers. Secretary Weeks expressed regret that Congress failed to authorize him to promote the world flyers, of give them some decoration for their accomplishment.

The flight was started March 17 from Clover Field, San Monica, Cal., the squadron being made up of four planes as follows: Seattle, flag plane, with Major Fred L. Martin, as pilot, and Sergeant Alva Harvey as mechanic; Chicago, Lieut. Lowell H. Smith, pilot, and Leslie P. Arnold, mechanic; Boston, Lieut. Leigh Wade, pilot; Sergeant A. M. Ogden, mechanic; New Orleans, Lieut. John Harding, Jr., mechanic.

On the first day the squadron hopped to Sacramento, covering 370 miles of the journey which was estimated between 27,000 and 30,000 miles. The second leg of the journey was 500 miles to Seattle, where the flyers arrived March 20 after stops at Eugene, Ore., and Vancouver, Wash. They were delayed at Seattle by bad weather, and in making minor repairs to the planes until April 6, when they hopped to Prince Rupert, B. C., 650 miles, arriving the same day. It was at this point that the first accident occurred, to Major Martin's plane, the Seattle being damaged in landing.

April 19 the air cruisers did 300 miles to Sitka, Alaska, where unfavorable weather delayed them three days, after which they again took the air and went 610 miles to Seward. On that stretch

they encountered their first snow storm but they resumed their trip April 15 for the 450 mile flight to Chignik, which proved to be the last of the trip for Major Martin with his companions. It was during that flight he was forced down near Cape Igvak by the defective crank shaft.

Lieut. Smith, Wade and Nelson flew from Chignik to Dutch Harbor, 400 miles April 19 and remained there until May 3, when they were directed to proceed without Major Martin. On that day the three remaining planes covered 350 miles, which brought them to Atka Island. After a delay of six days they hopped 530 miles on May 9 to Attu Island, the farthest west bit of land belonging to the North American continent.

Another delay of seven days was occasioned by unfavorable weather but the birdmen got away for the flight across the Pacific on May 16 and although they encountered rain, snow and fog for nearly half the distance they arrived safely in Kashiwabara Bay, Paramashiru Island, Japan, thus completing the first flight across that ocean.

Hopping off from Paramashiru May 19 they flew 500 miles to Yotorofu, and three days later 354 miles brought them to Minato on the main island of Japan. Good weather at this point impelled the aviators to go on and a second flight on May 22 took them 350 miles to Kasumigaura, the air base for Tokio. Here the aviators remained a week overhauling their machines. During the time a series of festivals in their honor was held in Tokio.

Resuming on June 1 the squadron winged its way 350 miles to Kushimoto and the next day went another 350 miles to Kagoshima, the last stop in Japan. The aviators thus completed the first flight over the Empire of Nippon ever made by United States Army men.

Lieut. Smith, who had been acting commander since the elimination of Major Martin, was formally appointed commander June 3 and the next day had his first bit of "commander's luck" which had followed Major Martin from the outset. Leaving Kagoshima June 4 Lieut. Smith's plane developed engine trouble and refused to ascend. He directed Lieuts Wade and Nelson to make the hop of 610 miles across the China Sea to Shanghai and he followed the next day, covering the distance in one hour and 15 minutes less than his companions required. A stretch of 555

miles to Amoy was covered June 7 and the next day they flew 300 miles to Hongkong.

After a day's rest in Hongkong the three planes made 500 miles June 10 bringing them to Haiphong and the next day a flight of 800 miles landed them at Tourane. Here commander Smith experienced more engine trouble and a day of five days was necessitated while a new engine was installed in his machine.

On June 16 the aviators reached the nearest point to the equator, when they flew from Tourane to Bangkok, Siam, 675 miles away, which they covered June 18, and two days later a flight of 450 miles to Rangoon, Burma, was made. One of the planes upon descending collided with a cargo boat, damaging the wings, which necessitated a delay of five days for repairs. The flyers from Rangoon to Akyab were covered June 25 and the next day in going to Calcutta, a distance of 400 miles, it was necessary to make a ten-minute detour out to sea to avoid a storm.

The flyers remained in Calcutta until July 1 and in the meantime commander Smith suffered a broken rib in a fall from a culvert on the flying field. However, he accompanied his companions on the flight to Allahabad, 475 miles distant. The flyers had little or no difficulty in Cochin, China, where they followed the coast line, but they could not avoid the jungles east of Delhi. Here for seven hours, according to a story by Lieut. Wade and, the aviators flew over the tree tops, fighting the winds and were able to see plainly the wild beasts below. On one occasion, he said a tiger was seen and he could have shot him if he had a gun.

After getting beyond the jungles of India, the aviators experienced no trouble. Preceding July 2 they made a hop of 500 miles from Allahabad to Umbella and the same day made another short jump to Multan.

July 3 they flew 475 miles to Karachi, their last stop in India, where they were again delayed by engine trouble. Leaving Karachi July 7 they made Chahar, Persia, 330 miles away, proceeded to Bender Abbas, another flight of the same distance. A total of 845 miles were covered July 8 in flights to Bushire and thence to Bagdad. The next day 480 miles brought them to Aleppo, Syria, and on June 10 they reached Constantinople, a distance of approximately 600 miles in one day.

A day out of the planes was taken in Constantinople and then successive day

flights of 300 and 650 miles each landed them in Vienna July 13, an over night stop having been made at Bucharest and a short stop at Budapest enroute to Vienna. The flyers went July 14 from Vienna to Paris, a distance of 650 miles. In the French capital they received one of the most enthusiastic welcomes of the trip and after a day proceeded to London, where a stay of ten days was scheduled to prepare the machines for the hop across the Atlantic.

From London the schedule arranged to bring the aviators to the Atlantic coast of the North American continent included stops at Hull, England, then a jump of 370 miles to Kirkwall in the Orkney Islands; one of 275 miles to Thorshavn, Faros Islands; thence to Horta, Iceland, 200 miles; to Reykjavik, Iceland, 339 miles; to Angmagssalik, Greenland, the most northerly point touched in the Atlantic, 500 miles; to Ivigtut, Greenland, 500 miles, and to Indian Harbor, Labrador, 572 miles.

The remainder of the trip will take the flyers to Cartwright Harbor, Labrador, 40 miles, thence to Hawkes Bay, Newfoundland, 200 miles, and on to Pictou Harbor, Nova Scotia, 420 miles. From the last point the aviators will begin to think of home, which to them after such a trip will be the entire United States. A flight of 520 miles will bring them down along the Maine coast to Boston, with only two more hops left one of 185 miles to Mitchell Field, and another of 220 miles to Washington.

Originally it was intended to have the flight end at Washington, but a short time ago officials of the air service announced that they favored Clover Field, Cal., as the finishing point in order that the air route around the world actually would be completed. It is proposed to have the flyers leave Washington for the cross continent flight, following the route to Moundsville, W. Va., Dayton, Ohio, and then along the air mail line as far west perhaps as Sacramento, Cal., before turning south to Clover Field.

Air officials plan to have the trip west made as expeditiously as possible in order that efforts to beat the record of the American flyers, which are expected to be started generally, may be made as difficult as possible.

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The Evening Advocate

Issued by the Union Publishing Company, Limited
Proprietors, from their office, Duckworth Street,
three doors West of the Savings Bank

SUBSCRIPTION RATES:

By mail The Evening Advocate to any part of Newfoundland, \$2.00 per year; to Canada, the United States of America and elsewhere \$5.00 per year.

ST. JOHN'S, NEWFOUNDLAND, FRIDAY, AUGUST 15th., 1924.

MR. WALTER MONROE WOULD DISFRANCHISE THE MANHOOD OF THIS COUNTRY

Our morning contemporary, the "Daily News," in to-day's issue, tries to defend the Government for voting against the amendment to the Election Act, proposed by Mr. Halfyard. The following is the amendment:

Section 33 of the Election Act 1913 is hereby amended by adding the following thereto as subsection (1), that is to say:—"Whenever an Election is held to elect a representative or representatives to the House of Assembly, should 25 or more bona fide electors from any District in the Colony, transient residents at such Industrial Centres as Deer Lake, Corner Brook, Grand Falls and Bell Island, by petition duly certified request the Executive Government through the Colonial Secretary that polling booths be opened under the same rules and regulations as set forth in Section 33 hereof, the Governor in Council shall cause such Booths to be opened."

The arguments of the Daily News for the rejection of this amendment are puerile, weak and ridiculous. The News says, "Apart from the principle involved, the opening of sixteen Booths is as wasteful as the halting of counts until the city ballott boxes reach the various Returning Officers is purposeless." In our opinion it is the duty of the Government to make it possible for the manhood of this country to exercise the franchise irrespective of cost, but in the matter of cost, the statements of the News are misleading. For a Booth to be opened there must be at least 25 voters expressing their desire for a Booth by petition, it may therefore follow that there may be not more than a half dozen Booths required. It all depends upon the number of men who happen to be at the industrial centres named, from extern districts, and petition the Government accordingly.

The "News" also says:—"If Newfoundlanders away from their homes, and within their own country are protected, why should those temporarily absent in Cape Breton, at sea or elsewhere use the privilege that citizenship confers?"

What a specious argument. If you cannot provide means for men at sea to vote, therefore thousands of men at the industrial centres in Newfoundland who happen to be outside their own Districts must be denied the privilege to vote. Again we say what a ridiculous argument?

Further, the daily News says:—

"To deal with this matter without considering it from all sides, would be to invite trouble. Whilst the precedent of rush-legislation established in connection with the repeal of Prohibition may afford some justification for rush legislation in other directions, it is pleasing to note that the Prime Minister has definitely stated that no action in connection with this matter is to be taken at the present session."

We thought that there was a semblance of sincerity in the attitude the News assumed in opposing the adoption of "The Act Respecting Alcoholic Liquors." Now it says: "Whilst the precedent of rush-legislation established in connection with the repeal of Prohibition may afford some justification for rush-legislation in other directions, it is pleasing to note that the Prime Minister has definitely stated that no action in connection with this matter is to be taken at the present session."

Is the "News" sincere in its opposition to the repeal of prohibition? If so, why is it apologising for what he terms rush legislation, and even goes so far as to say to-day that it may be justified. Prohibitionists, please note the kind of champion you have in the person of the Editor of the Daily News. He practically states that the Prime Minister was justified in refusing and flouting your just and reasonable requests for the Liquor Bill to be deferred for the next session of the Legislature.

The two matters are in no particular parallel. The amendment to the Election Act was introduced during the first week of the session. The Government opposed its second reading, and it was referred to a Select Committee

to report at this session of the Legislature. It was only yesterday the Prime Minister presented the report. The Prime Minister was determined from the date of its introduction that nothing would be done, and the Government supported him.

The Amendment to the Election Act is the request of thousands of voters. The Prohibition Bill is killed in spite of the reasonable request of clergymen and representative men and women throughout the country, and supported by the unanimous vote of the members of the opposition in the House of Assembly.

Mr. Monroe and his Government have shown that they mean to effect legislation in the most high-handed manner. Public opinion no longer counts according to their actions. They are acting in the most autocratic manner. The wishes and desires of the Electorate are ignored absolutely. As Mr. Halfyard stated in his speech, the public is no longer recognised in matters of state. The working classes are being subjected to a condition of despotism unequalled in the history of civilized countries. The Government is denying the citizens of Newfoundland the right to vote. According to our constitution, written or unwritten, the right of the citizens of Newfoundland to vote shall not be denied or abridged by any statute of this country on account of race, colour or condition of employment if they are bona fide electors according to the terms of qualification as set forth in the Election Act.

It is the duty of the Legislature to remove any disabilities that prevent the manhood of this country from using the franchise. But the Monroe Government has intimated their desire to further disfranchise the electorate by suggesting that even the provisions of Section 33 of the Election Act which makes it possible to open Booths in St. Johns for the whole Island should be repealed.

Are we going back to the days of Feudalism, of the middle ages. Perhaps it would suit Mr. Monroe with his patrician ideas to be the overlord, with a select few such as Mr. Morine as his guides, philosophers and friends, and treat the working classes as serfs, to do as they are told, as you are too gignorant to know what is best for you.

We had an idea that we were living under a Democratic rule, which means the admission of the people to a large share in administering the affairs of the country. But, according to the actions of Mr. Monroe and his Government during their short term of office, Democracy—as far as admitting the people to share in the responsibility of the administration of the affairs of the country which so vitally affect their welfare is a delusion and a snare.

MONROE'S RUM BILL IS THE HAND-WORK OF MORINE

A. B. Morine has appeared in various unsavoury roles in the political life of this Colony. His public utterances have long since failed to impress the average Newfoundlander, who has followed the political trail of this man down through the years.

This country once more has to face the amazing spectacle of Morine leading the Legislative Council and fathering the Act for rum repeal. Not alone does he do this, but with brazen effrontery, he attempts to defend the course of action adopted by the Monroe Government when they proceed to perpetrate an outrage upon the feelings of people and the electorate of the country, such this Act implies.

Does Morine expect any intelligent citizen to swallow his columns of twaddle as published in today's Daily News, when he must know that the minute this Repeal Act becomes law, every laborer or mechanic in this city can walk into any one of the three Government rum shops and purchase a bottle of liquor? What happens then?

Let us give a practical illustration of what is likely to occur amongst working men, who desire a drink. A cargo boat finishes discharging, and the men are paid off. Conveniently near is the liquor depot, and thither goes the tired laborer to get what he believes will serve his wasted energy. His fellows follow in their turn, and in due course they meet in the coves, or sheds, or elsewhere, (seeing that they are prohibited by law to enter respectably into a store or shop and have their drink), and they demolish the liquor they have obtained wholesale. The consequences of such a system are not hard to realize. The man who is unfortunately fond of liquor has not a chance in a thousand of escaping intoxication, and there will undoubtedly be plenty of work for Mr. Monroe, if he places himself at the head of a Vigilance Committee for the purpose of rounding up the inebriates, having them blacklisted, and their license, to obtain a bottle, suspended for six months.

Mr. A. B. Morine's apologies and specious arguments will not and cannot avail to cover up the treachery by which the temperance people of this country have been betrayed. If there was any one thing in which this reformed Morine had lead the rankest Tory in the island to trust him it was his professions regarding prohibition. Ministers of the Gospel have gone on record and quoted Mr. Morine as

of the opinion that the Prohibition Act, could be enforced if "teeth were put in it"; but the only single instance we can find of his official efforts while Attorney General in this direction was when he, as Attorney General, sent the warship Cornwall to Bonavista Bay to presumably put bullets into the men, who were resisting arrest because they were protecting one of their number alleged to have been making moonshine. And we give it as a street rumour today that Mr. Morine's nominee for Chairman of the Board of Control is none other than Magistrate Mifflin of Greenspond, who figured so prominently in the Flat Island incident.

We have not the slightest hesitancy in saying that Bonavista Bay, in common with the country at large, was cruelly deceived by Monroe and his party when A. B. Morine was given an executive seat and is again permitted to exercise such an influence in Newfoundland's public affairs. No district would tolerate him as an elected member, and still we are to be subjected to that greatest and latest insult of having this man prepare and defend a rum bill, which in its operation will be infinitely worse than the open saloon.

Bonavista Bay has, fortunately, a weapon in its hands—the ballott. The Country calls upon you, men of Bonavista, to avenge this insult.

The Member For Fogo Presents Sound Argument Why Liquor Repeal Bill Should Not Pass

MR. HIBBS:—Mr. Speaker, I rise for the purpose of supporting the amendment before the House. The request for delay in passing this measure is, in my opinion, a very reasonable one. Where is the necessity for all this rush? Surely the country cannot lose anything by a deferment of this measure. I understand that the Government, anticipating that this Bill would not go through this session, had framed an alternate bill, making provision for a minor amendment to the present No. 1, if a majority of the people of any act, by which ales, wines and beers could be served in hotels at meals, and it would appear that one of your reasons for repealing the Act is to encourage the tourist trade. Well, if that is what you have in mind, I fail to see the object in rushing this Bill through in the dying hours of this session, and I, therefore, think that it is only reasonable to ask that the Bill be deferred until the next session of the House, which will meet again, so we were informed by the Prime Minister, in January or February next. Surely then, I repeat, it is not unreasonable for the Opposition to press for a postponement of this measure for a few months in order to give the country time to give it proper consideration, and to become familiar with what this Bill contains. The broad principle must be recognised by the Government that if it is right that the people of St. John's should be given a hearing before the Select Committee, it is equally right to submit the matter to the people of districts that are not adjacent to St. John's. Why, the people in the district that I have the honour to represent do not know the contents of one section out of the sixty-one in this Bill. The few people who had an opportunity of expressing their views before the Select Committee must not be regarded as representing the whole country, and I am really surprised at the insistence of the Government over the passage of this Bill. Now I do not propose to deal with the merits or demerits of the Bill at this juncture. There are certain sections in it that I feel I could support, and certain other clauses in it that I certainly cannot support; but you have no right to try to railroad this Bill through the House without first getting the opinion of the people of the country. This is a question of far-reaching importance and should receive serious consideration. I believe that if an Amendment of the Prohibition Act was put to a plebiscite that it would be carried, but I strongly maintain that the Act should not be repealed in the hasty manner in which the Government now propose through the medium of this Act. If the House is going to meet again five or six months from now, surely no harm can be done by delaying this Bill until the next session.

HON. THE PRIME MINISTER:—Mr. Hibbs, can you tell us what way we can find out the opinion of the people without submitting it to a plebiscite?

MR. HIBBS:—Yes, sir, there are means of testing public opinion without even resorting to a plebiscite. Have you not adopted the principle of being guided by public opinion through the medium of petitions from the people?

I notice in this Bill a section that gives the right to the people of any district to have a branch store opened provided there are five thousand voters or more there and a petition is sent in.

HON. MINISTER OF JUSTICE:—No, if a majority of the people of any area of five thousand or more send in a petition for a branch store.

MR. HIBBS:—Certainly, well, you do not think it would be right then to do that without authority from the people? And if so what right have you got to pass an act that embodies this and other much more dangerous clauses without first submitting it to the people?

HON. MINISTER OF JUSTICE:—Ask Mr. Halfyard. He will tell you. He has petitions piled up in his office the height of the ceiling from people all over the island asking for the repeal of the present Prohibition Act. Surely the signatures of twenty odd thousand people is an evidence that the law should be altered.

MR. HIBBS:—That is my point: if you believe that then why are you afraid to ask the opinion of the people throughout the country? I contend, as I have already said, that the majority of our people are in favor of some change, but they have a right to say how wide the door should be opened, and that is one of the reasons why a plebiscite or some other means of securing public consent should be sought. The petitions referred to by my Hon. friend do not give the present Government the right to repeal the Act now. I am not talking now because I am on the Opposition side of the House, I believe that there are some very commendable changes suggested in this Bill; but I still maintain that we should not ignore the principle that it is right to consult people in St. John's and get their views regarding this measure that it is equally right to consult the people of the outports and get their views also before rushing this Bill through.

I am convinced that the Government, if they tried, could have arranged some way to get the views of the country on this important matter. We must not forget that in 1915 the question was considered big and important enough to submit it to the country by plebiscite, and everybody thought it was right and democratic; but supposing at that time the Morris Government had placed the present Prohibition Act on the Statute Book without having consulted the people in the manner in which they did, what would have been thought of them? Well, you are practically doing the same thing now, because the Act now before the House is a repeal of that of 1915. However, in conclusion, I would say to the Government, give some further thought and consideration to this

very serious matter. You surely must know that it would be preferable to the people as a whole if it was postponed until the winter season, when perhaps, the repeal of the Prohibition Act, as now proposed, may receive the endorsement and approbation of the majority of the country. If I were talking politics, I would be strongly urging the Leader of the Government to repeal the Act, as I have an idea of the political effect such an unwarranted and drastic step is likely to have.

HON. THE PRIME MINISTER:—We are prepared to take our chances.

A VINDICTIVE TORY MADE TO APOLOGIZE

James Harris of Canaille, Bonavista, Admits His Statements Concerning Expenditure on Bonavista Hr. Canal Were False.

Editor Daily News:

Dear Sir,—I, James Harris of James, of Canaille, Bonavista, wish through the columns of your paper, to make a few statements regarding the rumours that have spread through Bonavista town all through false and misleading statements made by myself.

In the Daily News of July 31st, a list of the expenditure on Bonavista Harbour Canal appeared, included in that list of expenditure was an amount of \$3,000 (three thousand dollars) paid to George Richards, Secretary. Since that list of expenditure was published in the Daily News I made the statement that I could swear that George Richards received this amount of \$3,000 for his own personal pocket. When I made that statement I had no proof of such being the case, neither do I believe that either George Richards or any of the members of the Bonavista Harbour Improvement Commission received one cent for their services, or that they ever asked or tried to get payment for any services performed.

It is my sincere desire and wish, through the columns of your paper, to deny this statement that I made, and I freely and sincerely apologize to Mr. George Richards. I don't believe for one moment that he received one cent for himself, but that the \$3,000 was to cover the last pay roll for labour performed on the Bonavista Harbour Canal, and the material supplied during that period. I made that statement simply to be in opposition to others. I want here and now for the whole population of Bonavista town and all readers of the Daily News to know that I wish to withdraw all and any statements made concerning George Richards or any members of the Commission, as they were false and misleading, and I sincerely believe and desire that all others should believe that the statement or explanation made by Mr. George Richards as published in the Advocate a few days ago is an honest and truthful statement, showing how the \$3,000 was expended.

(Sgd.) JAMES HARRIS of JAMES, (Witnessed by) JAMES FORD and ELI PAUL.

[The original of this apology signed by this man, James Harris, has been sent us. We congratulate Mr. George Richards upon the manner in which he has vindicated his own character, as well as the members of the Bonavista Harbour Commission. It is indeed regrettable that an effort such as this was to benefit Bonavista town should give rise to such political spleen as to this letter of apology refers to. The cause of Toryism is indeed a rotten one when such despicable means are resorted to. However, out of evil cometh good, and those who sought to besmirch the honesty and good intent of public spirited citizens must now hang their heads in shame.]



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Graphic Sketch of Career of Eugene V. Debs

Eugene V. Debs, leader of the Socialist party in America, and five times its nominee for the Presidency, was dominated by two important factors in life. He loved his fellow men and remained firm in his convictions, suffering the consequences, but still upholding the principles for which he fought.

While in the federal prison at Atlanta, Ga., charged with obstructing the draft during the world war, an interviewer asked what had been his greatest experience in prison life and he replied:

"I have discovered that love is omnipotent. All the forces on earth cannot prevail against it. Hatred, war, cruelty, greed and lust must all give way before it. It will overthrow all tyrannies. It will empty all prisons. It will not only emancipate the human race eventually, but to a great extent it lifts us individually above the struggle while we are in the thick of the fight for human brotherhood."

A native of Terre Haute, Ind., born on Nov. 5th, 1855, he remained a resident of that city and obtained his first railroad position—locomotive fireman—on the Terra Haute & Indianapolis railroad, working from 1871 to 1874. The next five years he was employed in a wholesale grocery house, but in 1880 he again answered the call of railroading.

Debs first came under the political searchlight in 1879, when he served as city clerk at Terre Haute, Ind., holding the position until 1883. In 1885 he was elected to the Indiana Legislature.

Debs opened his labor activities in 1880, when he was chosen grand secretary and treasurer of the Brotherhood of Locomotive Firemen, and served until 1893. As president of the American Railway Union he directed and won a strike on the Great Northern railway early in 1894, and in the same year, while managing the strike of the western railroads, he was charged with conspiracy, but was acquitted. This was the first time his name was in court records as a defendant. He served his first jail sentence at Woodstock, Ill., where he was held for six months on a contempt of court charge for violation of an injunction.

The American railway strike, which paralyzed traffic in the west, had been broken, however, by the intervention of President Cleveland, who ordered federal troops to guard the trains. Released from jail, Debs urged the workers to "sell your shovel and buy a gun" and announced he would consecrate his life to their emancipation. He became a Socialist lecturer, writer and organizer and travelled all over the United States.

From that time on Debs, the Socialist, rallied round him all the strength the party could muster. In 1900, his first campaign for the presidential chair, he polled \$77,814 votes; in 1912, 901,872 and in 1920 nearly 1,000,000. And so his popularity grew. Undaunted by a penitentiary sentence, the Socialist party nominated him as its standard bearer while he was a prisoner in the Federal penitentiary at Atlanta, Ga., serving a ten year sentence for violation of the Espionage Act during the war.

Debs' conviction came as the result of a speech he made at Canton, O. in 1918, in which he attacked the government's part in the war and assailed the terms of the Selective Service Act, under which the American army was being raised. He was found guilty in September, 1918, of trying to obstruct the draft and was sentenced by Federal Judge David C. Western to ten years in the Mounds "Ho" Va., penitentiary. Debs made no effort to prevent the imposition of the penalty. John Brown of Ossawatimie was his favorite example. He offered no evidence in his own defence and made his own address to the jury, an address characteristic of his style, just a clear statement of the facts as he upheld them. To the jury he said:

"I have no dispute with the evidence presented by the government; no criticism of the counsel for the prosecution. I would not take back a word of what I believe right to save myself from the penitentiary. I am accused of a crime, but I look the court in the face, I look the jury in the face, I look the world in the face, for in my heart no accusation of wrong festers."

"Gentlemen, I have been accused of obstructing war. I admit it, gentlemen, I abhor war. I would oppose the war if I stood alone."

Although Debs made no efforts to resist the penalty his friends rallied to his support and the fight to save him was carried to the United States supreme court, which, on March 10, 1919, upheld the conviction. He was taken to Moundsville on April 13, 1919,

and a few months later was transferred to Atlanta, Ga.

Still, in prison, Debs made no efforts to obtain his release, but his friends worked unceasingly in his behalf. President Wilson on several occasions was petitioned to pardon Debs, but refused on the ground that it would seriously affect the morale of the people. The last time such a petition was backed by an inquiry by the department of Justice and a recommendation to the President by Attorney General Palmer that Debs be released again on February 12, 1921, Lincoln's birthday. The president again, however, declined to grant the pardon.

Debs' followers then pinned their hope on the Harding Administration. Their leader was finally released from the penitentiary Christmas Day, 1921, his sentence having been commuted by President Harding along with those of 23 others convicted on various charges of having hindered the government during the war.

During his confinement in the federal prison Debs never whimpered over his sentence, never asked for favors nor his release. Proof that the government trusted him was evidenced when, several months before his pardon was granted, as the request of Attorney General Daugherty he made a trip alone to Washington for a conference, and his only comment on his return was: "I have nothing to take back; I did not ask them to release me."

Debs' love of his fellowmen was strengthened while in the penitentiary, and his kindness to fellow prisoners was rewarded by the manner in which they greeted his departure. There was no greeting from Atlanta for Debs, the man, as the

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gates of the penitentiary rolled open, giving him his freedom, but for Debs, the prisoner, a thundering roar of cheers arose from prison cells as he rode away. To those inside it was not just the release of another "old timer" but the departure of a friend.

He had been a friend of every friendless convict. He found the most unlovable wrecks he could and helped them in their misery. He never broke a prison rule. He transformed a dangerous, refractory negro "lifer" into an exemplary prisoner. There were other instances of his power to better his fellow-inmates and these were the men who cheered Eugene Debs as he left the prison.

American friends were not alone in their work for their leader's release. Debs repeatedly declared himself in favor of Bolshevik principles of government and said that he was "heart

and soul for the Russian Revolution."

Shortly after he was sent to prison, the Soviet government of Russia endeavored to obtain his release in exchange for an American citizen named Dolomatiano, who was in custody in Moscow. The communists congress of Moscow in March, 1919, announced that Debs was slated to become "the future Soviet president of the United States." The American Federation of Labor, after a heated debate, voted down a resolution favoring clemency for him. Late in 1920 he denounced Samuel Gompers and declared the Soviet government was "the hope of the race."

On being released from prison Debs left immediately for his home in Terre Haute, with a brief stop over in Washington, where he again conferred with former Attorney General Daugherty. On his arrival at Terre Haute he was given a public reception.

Debs had announced on leaving prison that he expected to rest before making plans for the future and he went into seclusion, taking no part in politics, except an occasional statement of his views up to the time he went to a Chicago hospital suffering from a nervous breakdown. This climax was not surprising to his friends, as they had said when he left prison that he looked a broken and much older man than when he had entered.

His determination to enspouse the cause of labor, however, was undaunted by his incarceration or by illness. When the strike of railroad shopmen threatened to paralyze transportation in the summer of 1922, Debs was one of the first to issue a proclamation to the men, urging them to stand fast and stand together, as the future of their federation was at stake.



GERALD S. DOYLE,
Distributor, St. John's.

NOTICE

Tenders will be received by the undersigned up to the Fifteenth day of August 1924, for the purchase of the whole or part of certain pulpwood belonging to the Government of Newfoundland as it now lies at various places in the Districts of St. George, St. Barbe, Twillingate, Bonavista and Trinity.

A general idea of where this wood should be found can be obtained by application to this office, but the undersigned is not prepared to guarantee to deliver any particular quantity or quality of wood.

Tenders should state the price per cord offered and the location of the wood required.

Terms of payment: Cash on delivery of Scaler's report to purchaser.

The highest or any tender will not necessarily be accepted.

W. J. WALSH,
Min. of Agriculture & Mines,
Dept. of Agriculture & Mines
St. John's, Nfld.
July 14, 1924.
J11v14211

GROUNDING OF CAIRNMONA WAS ACCIDENT

MONTREAL, Aug. 14—Evidence given during an enquiry in the Wreck Commissioners' Court here today into the case of the grounding of the British steamship Cairnmona at Heath Point on August 7th, shows that the accident was due to the ship's direction finding instrument being defective, and that no blame is attached to the Department of Marine or to those on board the vessel.

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ADVOCATE OFFICE, ST. JOHN'S.

AT THE HOUSE YESTERDAY

The Brute Majority Denies The Voter a Chance To Exercise His Franchise.

Thursday, Aug. 14th, 1924.
The House met at 4 p.m.

The select committee appointed to consider an amendment to the Election Act reported that the committee had decided that the matter could not be considered during this session. The Prime Minister in submitting this report moved its adoption by the House.

MR. W. W. HALFYARD did not concur with the decision given by the committee and begged leave to present an amendment to the report. He contended that electors who are earning their livings in industrial centres outside their districts should be given the right to exercise their franchise at an election. If booths were opened in St. John's to accommodate outport men in the city during an election, why should they not be opened in such places as Bell Island, Corner Brook and Deer Lake, where large numbers of men had suffered the loss of their votes on June 2nd. Last, Mr. Halfyard could not see the reason the Government had for penalizing the working classes by thus preventing them from voting. Democracy, the speaker contended, meant equal rights to all, and in a democratic country like ours, all classes should have equal rights. The logger and the carpenter could not get employment in his own district. He was forced to go into the interior to work and whilst there he was deprived of the right to have a say in the electing of a legislative representative for the family he had left in the district. It was up to the members of both sides of the House of Assembly to conserve the rights of the people of this country, and to give them all a square deal. It was with this object that he presented the amendment, by which at an election, any 25 men, absentee voters from the one district petitioning the government might secure a booth to be placed at the scene of their employment in which they might cast their votes for candidates in the district to which they belonged.

MR. HICKMAN seconded the amendment and gave it his full and hearty support.

MR. ASHBOURNE also was in favour of the amendment, the principle which it contained being just because in other countries electors in isolated parts were given franchise by means of the post. He did not think a man should be disfranchised because he happened to be working outside his district at the time of an election.

MR. SCAMMELL failed to see how the committee could decide against giving a vote to any man living within the confines of his native land. He could not see any argument why the Government could not go so far as to amend the Act as Mr. Halfyard had proposed. He gave the amendment his full support.

HON. PRIME MINISTER openly declared that the Government could not give the matter consideration at this session. He talked of the expense such a measure would entail. Returning Officers, as matters stood, had great difficulty in performing their duty. If such booths were allowed the candidates would not be able to canvass for votes amongst electors scattered throughout other districts and such electors would not be able to hear the policy of such candidates expounded. Consequently they would not be voting properly. It was his personal opinion that every man should vote in his own district, and he would not be a party to the amendment proposed by Mr. Halfyard.

MR. GRIMES supported the amendment. He believed men in the interior had a right to be considered. They paid taxes and should have a voice in the election of their representatives. Taxation without representation was not justice. Expense should not be considered in a matter of such importance. He thought the Government acted unwisely and went on record as being directly opposed to the decision of the select committee, which deprived men, who were driven by necessity to work far from their homes, from having a say in the conduct of the affairs of the country whilst they paid taxes equally with the man who was given franchise. Mr. Grimes concluded by again giving the amendment his full support.

On division being taken 16 voted in favour of the adoption of the report and 5 against it.

The Act for the confirmation of an and the Gander Valley Power and Paper Company, Limited, passed its third reading.

An Act to amend Chapter 10 of the Consolidated Statutes (3rd Series) entitled "Of the Departments of Finance and Customs," passed its third reading.

A Bill entitled "An Act respecting certain allowances" also passed its third reading.

An Act regarding the extra expenses of Public Service for the years 1923-24 and 1924-25 was also read a third time.

The House adjourned to meet again this afternoon at 3 o'clock.

Ye Olden Days

Flag first hoisted on St. Patrick's Hall 1879.

St. Patrick's Hall formally opened 1880.

Rev. S. O'Flynn's remains were conveyed to Hr. Grace 1886.

Rev. L. G. McNeil resigned pastorate of St. Andrew's Church 1886.

Peter Cooper, Cyrus Field, Peter Morse and Bayard Taylor arrived here in the steamer Adger to connect Nfld. and Cape Breton by cables; this attempt was not successful.

Rosalind's Passengers

S.S. Rosalind sails noon tomorrow having on board the following passengers:

For New York—H. F. Coombes, Mrs. C. Kent and two children, Miss L. Power, Phil Murphy, Giuseppe Caruso, H. Perley, Miss M. A. Ford, Miss S. Best, Mrs. S. Travers, Mrs. J. Dana, Miss M. Dana, Mrs. A. Norman, Wm. Butler and wife, Miss Flo Faune, S. Courage, Jas. Williams, Mrs. Williams, John Lodge, Mrs. Sparkes, Mrs. B. Anstey, Thos. Lahey, Mary Bennett, Miss M. Cleary.

For Boston—Mrs. Ester Foley.
For Halifax—Mrs. E. Cleary, Mr. and Mrs. W. Greene, Mrs. M. Dwyer, H. M. O'Byrne, Mrs. M. Shuttles, Miss M. Shuttles, Mrs. Burrows, Thos. Irwin, O. French, A. G. O'Keefe, Wm. Dauphinee, Miss I. Rumbolt, M. Hartman, A. E. Rowe, Silas G. Wiseman, Thos. S. Walsh, Mrs. Chapman and baby.

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POLICE COURT

An inmate of the Poor Asylum, drunk was discharged.

A juvenile offender, named George Williams, although but 12 years old, has been before court 11 times. Last night with three others, he climbed the board fence erected along Water street at the western part of Bowring's block and managed to get into the grocery store. He took \$4.00 cash, a plug of tobacco and two pipes. After leaving the premises the culprits got sorry for their act; they returned to the shop and put back the money, tobacco and pipes. Williams was picked up by the night watch at 3 a.m., and when questioned told of his night's operations. The judge ordered him to be taken to the penitentiary, where he will receive 7 lashes as a reminder. Four boys, for stealing flowers, the property of Miss Donnelly, were let go on payment of costs.

A boy from Topsail was fined \$2.50 and costs, on two charges, (1) furious driving and (2) cruelly beating a horse. His mistress was also in court for abusing the police officer because he remonstrated with her coachman, but the language used did not come under the statutory provision and the case was dismissed.

SHIPPING NOTES

S.S. Lisgar County due at this port Tuesday, August 19th.

S.S. Sable I. due here Sunday night.

The S.S. Digby arrived at Liverpool at 6 o'clock this morning.

Personal

Mr. J. P. Burke, Agent for the Crown Life Insurance Co., is leaving this afternoon for Bell Island on a business engagement.

Government Ships

Argyle left St. Lawrence 6.44 a.m. Wednesday, inward.
Clyde left Lewisporte 5.50 a.m. today on Ntre Dame Bay route, with 46 passengers and 3 cars freight.
Glencoe at Humbermouth.
Kyle no report since arriving at Port aux Basques.
Malakoff leaving Port Union today.
Meigle arrived Black Tickle 5 p.m. Wednesday, going north.
Portia left St. Lawrence 8 a.m. yesterday, inward bound.
Prospero left King's Cove 2 p.m. yesterday, going north.
Sazona arrived at Humbermouth 1 a.m. yesterday.
Sebastopol left Fortune 12.50 p.m. yesterday, outward.

Local Students at Boston University

George W. Jeffers of Freshwater, Newfoundland is studying at the summer session now being held at Boston University. Mr. Jeffers, who is a regular student at Boston University College of Liberal Arts, is taking courses in chemistry, geology, and philosophy.

The summer session this year has the largest enrolment in its history, with a total of 1,000 students from all parts of the country. Thirty-six states of the Union are represented, and 11 foreign countries, including Canada, Newfoundland, Porto Rico, Bulgaria, Russia, Greece, India, China, Japan, Korea, and New Zealand. The largest number of students are from Massachusetts with a total of 582. Next Hampshire is next with 33; Maine has 25; Rhode Island 14, Connecticut 11, and Vermont 6.

Nearly three hundred of this year's summer students are regularly employed in other colleges and universities throughout the country, an analysis shows. Among these represented are Columbia, the University of Pennsylvania, University of Michigan, University of Vermont, Brown University, Dartmouth College, Wellesley, Simmons, and Wheaton.

Persons from all walks of life make up the student body of the summer session, including 85 men and 253 women, teachers, among the other men registered are seven college instructors, three missionaries, a restaurateur, several physicians, a hotel night clerk, a florist, 10 pastors, a theatre manager, a bell boy, and three lawyers. Among the occupations represented by women are those of bookkeeper, nurse, domestic, college instructor, music teacher, editor, weaver, psychologist, missionary, and post office clerk.

The regular Boston University faculty this summer has been augmented by a number of specialists in their fields and particular emphasis was given in the preparation of the curriculum of courses for teachers. A series of lectures by prominent educators was arranged.

Weather and Fishery Reports

Cape Harrison—Fresh south west clear; fair fishery.
Makovick—Light west clear; no fish.
Smokey—Light variable, clear; good jigging.
Holton—Light west, clear; no fish.
Grady—Light variable, clear; good jigging.
Flat Island—Fresh west, clear; no fish.
Venison Island—West clear; fish scarce.
Battle Harbor—Light southwest, dense fog; squid plentiful, fair sign herring, fair hooking.
Belle Isle—Fair trapping from Lark Tickle up. Good trapping and hooking at east end; prospects good.
Long Harbor to Argenta—Prospects fair, dogfish still interfere with jigging and trawling. Forty quintals landed last week.
Trinity to Trouty—Nothing new to report; no fish taken.
Hants Harbor to Lead Cove—Prospects very poor; squid scarce; fifty quintals taken during week.
Amherst Cove to Cape L'Argent—Prospects very poor for hook and liners; 7400 quintals landed to date.
Trinity to English Harbor—Prospects very poor, bait plentiful; 1250 landed to date.
Ferryland to Calvert—Prospects very poor; no fish being taken on trawls, very little in traps; 100 qtls. landed last week.
Renews to Freshwater—Very poor, both fish and squid very scarce; 2180 quintals landed to date.
Cape Race to St. Shotts—All traps up; voyage worst for years. Some fish on ground for trawlers in vicinity of St. Shotts.
Goose Cove to Cape Norman—

Latest

LONDON, August 15—Chancellor Marx is awaiting instructions from Berlin before he can proceed further with negotiations looking to compromise on Rhur evacuation reparations conference is at present deadlocked on question German delegation has been advised that President Ebert has called cabinet meeting for tonight but no decision is expected until tomorrow. Pp to midnight the French had received no intimation of Chancellor's reply to the first contention, that evacuation extend over a period of year to which the Germans are opposed. It was planned to send Dr. Luther to Berlin by aeroplane tomorrow for consultation with German President but later it was decided not to take the step. The situation is decidedly easier to-night, as the French have agreed to many of their original demands.

RANGOON, Aug. 15—Argentine aviator Major Zanni who arrived here yesterday afternoon from Calcutta on another leg of his trip around the world left for Bangkok Siam at 7.35 o'clock this Friday morning. Distance between Rangoon and Bangkok (correct) is approximately 350 miles.

LONDON (Reparation Conference), Aug. 15—A few minutes before midnight Foreign Minister Stresemann was in direct communication with Berlin. The German cabinet still in session when minister's answer reached London. It will not be communicated direct to the French but according to the German delegation will be announced to the conference.

REGINA, SASK., Aug. 15—Count Victor de Kaft who came to Saskatchewan after the Russian revolution and for time cut a so-called figure has been committed for trial at Kamsack on a charge of highway robbery. It was alleged that in company with an other man he held up two men who were running a cargo of liquor from Manitoba, and to have relieved them of car and cargo. At the preliminary hearing S. S. L. Hirsch, one of the owners of car, claimed to have recognized the count as one of the robbers.

Prospects poor, no fish; voyage worst on record; 1150 quintals to date, herring plentiful.

Cape John to Brent's Head—Prospects not good, fish have struck off shore; trapping poor; 500 quintals landed during week.

Change Islands—One schooner arrived from the Straits with 250 qtls. Colinet to Salmonier—Prospects very good; fish plentiful; bait scarce; 700 quintals landed this week.

Crapaud to Peter's River—Prospects good; squid and codfish still in bay; 700 quintals landed to date.

Gaultois to Little Bay—Prospects improving; bait plentiful, schooner K. C. Gordon a rive! with 400 quintals.

Government Postal Telegraphs

The Newfoundland Postal Telegraph offices will be open until further notice, for the transaction of business with the public daily, (Sundays excepted), from 9 a.m. to 8 p.m.

On General Holidays, offices will open from 9 to 10 a.m., and 4 to 5 p.m.

W. J. WOODFORD,
Min. Posts and Tele.

Cricket

The third game in the Inter-Town Cricket Series for the Jones' Cup was played at Bay Roberts between Carbonear and Bay Roberts teams at the Western Union grounds on Wednesday. Play began at 11 a.m. and continued until late in the afternoon and resulted in a win for Bay Roberts by 64 runs. Bay Roberts bats were next disposed of for 46 runs, while in the second innings Carbonear made twenty-five and Bay Roberts a further sixty-three runs, making a total for Bay Roberts of 109 and for Carbonear 45. Rev. E. Clench and Mr. M. Hawker acted as umpires.

A light luncheon was served the teams on the field at one o'clock, and following the match the visitors were entertained at the C. of E. Garden Party.

The following is the standing of the teams in the above series.

	Played	Won	Points
Bay Roberts,	3	2	4
Carbonear,	2	0	0
Harbor Grace,	1	1	2

The next game will take place here at Shannon Park on Wednesday between Carbonear and Harbor Grace. The games are proving most interesting and the number of enthusiasts is increasing.

We extract the above from the last issue of the Harbor Grace Standard. It is pleasing to note that the good old game of cricket is being revived, but to one who remembers when cricket was the national game, the schedule indicates that Carbonear has fallen from the seats of the mighty. Time was, when Carbonear could produce a team that nothing in the bay could defeat, and on more than one occasion the crack willow wielders of the City have found the Carbonear aggregation an invincible combination. But for the most part the boys of these early days, have all dispersed and wandered, and in the younger generation it would seem none have come to take their places and maintain the prowess of their native town.

Last Night's Game

GUARDS WIN CHAMPIONSHIP.

Before a fair attendance of spectators the Guards defeated the C. E. I. by a score of 6-2, thereby making themselves champions for 1924. The game was for various reasons not as good as might be expected. Several of the C. E. I.'s players did not turn up and substitutes had to be taken from the grandstand before the game could proceed. Before the first period of the game had ended the Guards had a five goal lead, the wind being mainly responsible for this high score. Very shortly after half time the C. E. I. scored through Newhook and a while later were awarded a penalty which gave them their second goal. Before the final whistle ended the game the Guards scored their sixth goal. A word of commendation is due Capt. Rose and his team on their fine record for the year. They lost no games for the entire season and though they drew one game they may feel proud of their success.

ADVERTISE IN THE
EVENING ADVOCATE

Insolvent Estate of John Anderson

Sealed tenders will be received in respect of the undermentioned property, viz:—

- Lot 1 Goods situate at the Main Store—349 Water Street—as per Inventory Sheets.
- Lot 2 Goods situate at the West End Branch—371 Water Street—as per Inventory Sheets.
- Lot 3 Goods in Gov't Bond Store, (Edens' Premises), as per invoices shown in inventory—Tenders to be based on assumption that Trustee will pay duty and storage charges.
- Lot 4 Goods at Furness, Withy & Company's premises as per invoices shown in inventory—duty, freight and charges to be paid by Purchaser.
- Lot 5 Furniture & Fittings—Main Store.
- Lot 6 Furniture & Fittings—West End Branch.

Tenders to be in Trustee's hands not later than 6 p.m. Tuesday, August 26th; Tenders in respect of more than one lot must indicate the amount offered for each separate lot; the inventory sheets may be inspected and other information supplied, either at the premises or at the Office of the undersigned; Goods to be removed within ten days after acceptance of tender; the highest or any tender not necessarily accepted; envelopes containing tenders to be marked "Tenders for Stock" and to be addressed to

HOWARD J. McDOUGALL,
Trustee—Estate of John Anderson,
P.O. Box 211,
St. John's.
Aug 15, 16, 17, 19, 21, 23, 25

NOTICE

Any person requiring a schooner built the coming winter, should communicate with William Hopkins, Englee.
Aug 14dy&wy

AUCTION

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(By Order of the Minister of Agriculture & Mines).

Cabbage, Turnips, Beet Hay, (Timothy and Clover), and all small Seeds.

Wheat, Vetches, Barley, Rye, Sunflower.

4 Scales, 2 Fairbanks Scales, 2 Tables, 24 Seed Cases.

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Newfoundland Government Railway.

GARDEN PARTY, BAY BULLS, SUNDAY, AUGUST 17th.

Excursion train will leave St. John's at 2.00 p.m. on Sunday next, going as far as Tor's Cove, and stopping at all intervening stations. To accommodate parties attending Garden Party train will leave Tor's Cove immediately for Bay Bulls, returning again to Tor's Cove at 10.30 p.m. Return to St. John's will be made from Tor's Cove 11.00 p.m. and from Bay Bulls at midnight.

Excursion Return Tickets At One Way First Class Fare.

SUNDAY EXCURSION TRAIN TO KELLIGREWS

Regular excursion train for Kelligrews and intervening stations will leave St. John's at 2.30 p.m. Returning train will leave Kelligrews 8.30 p.m.


Excursion Return Tickets At One Way First Class Fare.

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